

AVIATION

JUNE 18, 1923

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Marine Corps Martin Bomber in flight from San Diego, Calif., to Washington, D. C.

Courtesy United States Navy

VOLUME
XIV

NUMBER
25

SPECIAL FEATURES

DETROIT ORGANIZES AIR BOARD
FRENCH AIRCRAFT INDUSTRY REVIEWED
AN ATTACK ON THE BRITISH ROYAL AIR FORCE
GENERAL REGULATIONS OF NATIONAL BALLOON RACE

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225 FOURTH AVENUE, NEW YORK



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JUNE 18, 1923

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VOL. XIV, NO. 25

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AVIATION

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CIRCULATION EDITOR

The N.A.A. Reorganization

ENCOURAGING reports are being received from Warplanes about the reorganization of the National Aeronautic Association since its President's return. The extraneous and immature have been eliminated and the organization has been converted to reasonable proportions. The next step is to put it on a self-supporting basis through the setting of new members. It is very evident that the confusion that has been expressed in general by the aviation during Mr. Collier's absence has been given immediate attention and a new policy is in effect.

In this issue is printed an article by the British by an "Editor of the National Aeronautic Association." Such an attack on a friendly air force has no place in the work of an organization connected with the N.A.A. nor should the Association allow its name to be used in any criticism of other countries, no matter how informed the point of view. Harvard E. Collier, President of the N.A.A., right about before this story was released, wrote Vice President H. H. Wadsworth who is active change in Washington, desiring that "all similar publicity issued here the entire O.K. of the Navy President before release." In the future, in a result of this order, only publicity which is representative of the Association as a whole may be reported.

During the reorganization year, it was to be expected that mistakes would be made but, happily, everyone is now looking forward to the annual meeting at St. Louis in September when, it is hoped, it is the efforts that the reorganization may be made self-supporting through a wide membership representation of every service of the country and of every new interest. In no other way can it properly serve its national purpose and bring its influence to bear in governmental and international affairs. The aim of the association is to make "America first in the air" can be aided in no better way than by the adoption in this country of a definite, continuing and comprehensive policy of aeronautical development.

An Extraneous Opinion

FOR a supreme example of the lack of comprehension of aircraft by the older naval officers, the following statement by Rear Admiral William L. Rodgers, Head of the Grand Fleet and Senior Officer on the active list of the Navy is a perfect type. It is quoted verbatim.

"Aircraft derive their importance from the fact that they are in the air and are the fastest means of travel known to mankind. They are not weapons, but vehicles only."

"Their importance arises from the position they occupied in the air and from the fact that they are not weapons, but vehicles only. Their importance is greatly reduced when they are opposed by equally speedy means."

"When both sides have aircraft the role of aircraft as both sides is to be an aircraft only. Aircraft can be captured only when possessed by one side only."

The reasonable statement that aircraft are not weapons, but only vehicles, shows in the first place a complete lack of knowledge of recent aircraft development. The Navy Reports which state the airplane as aerial targets must be taken into account. Then, if the airplane is only a vehicle, so too is the battleship which only carries guns.

There is no kind of fighting known that is not done by the airplane. It employs machine guns, cannon and bombs, it fires torpedoes and missiles, and is the most effective armament for sea warfare. And yet the head of the Navy General Board says that it is not a weapon. The Standard Dictionary defines a weapon, "An instrument or means that may be used against an adversary."

Admiral Rodgers thinks that the importance of aircraft in the mind of the public arises from their capacity from present by any other vehicle. It is our opinion that the public was more impressed by the Army airplanes seeking the British. We also feel that the publicity of our present position in the war is not forgotten. And the importance of the work of these brave efforts was certainly not "greatly reduced when they are opposed by equally speedy means."

The remarkable confusion derived by Admiral Rodgers that "both sides have aircraft the role of aircraft as both sides is to be an aircraft only. Aircraft can be captured only when possessed by one side only," will always remain a classic of naval strategy.

Supremacy of the air, that has been so much emphasized since the war, is then only to be accomplished when aircraft is possessed by one side only. Such comment from the head of the Imperial Board of the Navy limits only to the machine on that Naval Aviation will not go very far, except as an analogy, if such opinions are held by leading naval authorities.

Foreign Comment: Aircraft

FOR a recent issue of AVIATION, reference was made to the characteristics of some European air forces with a view to their application to American conditions. The editorial criticism of the title of and of the writing of these ships has brought forth a letter from Capt. H. H. Gillman of the London Technical Association at Croydon, which is published elsewhere in this issue.

It is fortunate that in a language of which we take pride in emotion without the least power of anyone being disturbed. If at any time involving is granted in America in which respect is taken by some of our readers, the editors will be pleased to hear directing opinions.

AIRPORTS AND AIRWAYS

Inter-American Air Relations

The Fifth International Conference of American States held at Santiago, Chile, from March 23 to May 3, 1935, adopted several resolutions concerning air navigation and aerial warfare.

A resolution on Commercial Aviation provided that an Inter-American Commercial Aviation Commission be established to consider laws and regulations relative to commercial aviation, to meet at a place and date to be determined by the Government Board of the Pro-American Union. This Commission is charged with the preparation of draft laws and regulations, the determination of aerial routes and the establishment of special customs procedures for commercial aircraft and definition of standard landing places, together with recommendations to be made where such landing places shall be established. Under this resolution the Governing Board of the Pro-American Union is charged with embodying the recommendations of the said Commission into a convention or convention which in turn shall be submitted to the consideration of the States belonging to the Pro-American Union.

In regard to the limitation and reduction of military and aerial expenditures, a number of recommendations were adopted setting forth the desire of the governments to maintain peace, understanding armed peace, recommending adherence to the Hague Convention of 1907 and similar treaties for the pacific settlement of international disputes and the adoption of measures designed to prevent war, recommending adherence to the provisions of the Treaty Number 1 concluded at Washington February 8, 1922, insofar as it provides that (a) no power shall acquire any military equipment in excess of 20,000 tons, and (b) that no capital ships shall carry a gun more than three times its caliber, recommending also the prohibition of the use of submergence or poison gases and wireless signals in military or domestic air, and recommending the restriction of aerial facilities to legitimate purposes to secure respect of unpopulated populations and cities.

Aeromarine Airways

The Black Tie flying boats of the Aeromarine Airways, which have been a familiar sight to New Yorkers for some season past, will resume operations from New York on June 15. Three FSL boats—the *Shelton*, the *St. Paul* and the *Ponce Leon*—together with a number of HSRL boats will operate from the New York terminal of the Aeromarine Airways, which is situated on the Hudson River near the foot of the city. The others of the company will be moored near to Atlantic City and Newport, R. I., in addition to which upholding services will be operated.

The Cleveland-Toronto service of the Black Tie Air Corp., which proved so popular last season, was resumed on June 15. Two FSL flying boats—the *Shelton* and the *Corinth* (ex-*Washington* and ex-*Madison*)—and the *Maui*, a Cessna, a very HSRL boat, have been put in commission on this line. The veteran duster *Marta* is off to Florida and will reach New York by air later in the season, when she will be thoroughly commended about to leave recommended. In addition all the Black Tie Air Corp. boats which are active in Southern waters during the winter have been recommissioned at the Detroit of the Aeromarine Plans and Motor Co., in Royal Oak, Mich.

The Black Tie flying boat *Willis* on June 4 carried a contingent of 22000 passengers of a special airplane edition of the New York Times from New York to Atlantic City, where the Associated Advertising Club of the World were holding a

convention. The boat was piloted by Clarence G. ("Duke") Schiller, who made the trip in about an hour and returned to New York in the afternoon. The following day Duke Schiller, flying the same boat, carried another contingent of the New York Times to Atlantic City.

New York-Newport Air Line

The Navy Department has authorized the New York-Newport Air Service, Inc., to use Coddington Point, the naval outstation at Newport, R. I., as a seaplane base for the passenger service the company will shortly inaugurate between New York and Newport. Upon receipt of this authorization plans were made to begin work at once on the erection of a derrick from the water to the drill shed which will be used as a barge.

Grover Looney, head of the air line, made the first trip to Newport June 5 in the floating air yacht *Gaylord*, one of the airplanes that will be used on the route. He left New York at 1:05 p. m. and arrived at Newport at 2:25 p. m. Mr. Looney then flew to New Bedford to speak at a banquet there, and returned to New York the following day.

Capt. Frank Taylor from, commanding officer of the Navy at Newport, Mr. Looney and members of the Airport Committee of the Newport Chamber of Commerce visited the new air terminal and talked over the proposed changes.

The lease by the Government to the city of Newport is for a term, not exceeding five years at a nominal rental, the Navy Department reserving the right to terminate the lease at any time. This right is not expected to be exercised, as the rental of the property of nearly \$50,000,000 has been used since the erection.

Mr. Vanderbilt's Second Flying Season

The Looney Air Yacht which Harold B. Vanderbilt is currently and last season, has been completely refurbished and equipped with the new type of Looney float plane motor. Mr. Vanderbilt put this Air Yacht in commission on May 3 and since then he has been doing a great deal of flying, many times piloting the machine himself. A recent round-trip which demonstrated the wide range of this ship was made on Monday, May 13, when Mr. Vanderbilt, with his pilot, R. W. Cogswell, and three attendants, flew from New York City to Manchester, Mass., in two hours. The party returned to New York on Sunday afternoon, leaving Manchester at 5 p. m., and arriving at 7:20 p. m.

It is very interesting to note those interested in civil aviation to have a man of the prominence of Mr. Vanderbilt show such a real enthusiasm for flying by means of one of his Air Yachts.

Radio Towers at Maywood, Ill.

At Maywood, Ill., the Air Mail Radio field about 14 miles west of Chicago, two 100 ft. spiral towers are being erected 50 ft. out of the main building and 50 ft. north at the Elston Center, Maywood.

These towers will be equipped with 100 watt lights. Approx. position: 41° 56' N., 87° 50' W. (N. A. S., 1935.)

Seaplane Anchorage, Tranillo Bay

The Commanding Officer of the U. S. S. Wright reports that Tranillo Bay, Honduras, Central America, is well sheltered and contains an excellent port for seaplanes, and that the frontier of this port will be a suitable stopping place for seaplanes bound to or from the Canal Zone.

(N. A. S., 1935.)



Official Photo, U. S. Air Service

The seaplane base of Washington, D. C.—on the left is the Naval Air Station, Arlington Hall station on the right is Bolling Field, the Army Air Service Station. Reference to Washington Monument and the Capital gives the bearings of the two stations.

Regarding European Air Lines

Editor, Aviation —

I read with much interest, in *Aviation* of May 7, 1935, the leading article entitled "Commercial Aircraft," but I was sorry to find in it an unfair criticism of the aircraft which fly to the European Air Line.

The statement is that I take exception to that "the much vaunted European air line, even if it be the best, cannot be a pure ship, that it can hardly deliver up to us in any way, and that it has to operate at a low level, that it is not at all along the route for best of access."

New that set of statements only comes to show how little the writer of the leader knew about the "European" European air line, and I hope you will allow me to tell you why.

To start with, none of the modern commercial aircraft from Europe, America to the Continent "except" of the airplane. One particular type, (I will not mention which one, for obvious reasons) makes rather a long run between Europe, but once off the ground, its climb is very good. The Handley Page HP-42 type is often piloted referred to as a most famous of its extraordinary short run between 200 and 250 ft. before taking off with a full load of 14 passengers, goods and mail, and its climb angle of climb. The Fokker Fokker is also very good in taking off and they climb well.

The standard laws between New York and Cleveland to which your correspondent refers are between 5000 and 6000 ft. in height and although the British and French aircraft are not called upon to fly at these altitudes, they often do so on other days. I could name the machines and pilots who have done this, so the contention that these machines have no ceiling does not "hold water." It would be interesting to have many American commercial airlines (and Army or Navy) proposed types) would be capable of taking the Handley.

As to return power, both Handley Page and Fokker types are able to fly on one engine, flying bright only very slowly, and therefore, in case of engine trouble, the pilot would have time to put out a good landing ground.

The reason why airlines to Europe, American Air Lines generally fly low, is because of bad weather conditions, and due to the natural desire of pilots to fly below clouds and keep their eye on the ground, and not to look at some point, (by the way, "scurvy parrot" is a better expression).

I am with your contributor who says that "it is very difficult to make two people agree on what is and what is not a commercial aircraft" and therefore it is safe to compare aircraft which are used on the existing European routes (typical from London to Paris, Brussels, Amsterdam and Berlin) with those which would be suitable for the American Transcontinental Air Route, when the latter are properly equipped. No single commercial type of aircraft will be suitable for all air routes for the same reason that no Atlantic liner could be used for every one of the transatlantic sea route undertake a trip around the "Horn."

With reference to the Aeromarine Airways, Inc., I would like to mention this letter by paying a tribute to this splendid company, which has done, and is doing much splendid work between New York and Europe.

I. S. GRIMM

ONE, A. P. 11.11.11.11

The London Technical Aeromarine Company, England May 11, 1935.

Camp Site Guide and Airplane Landings

The National Aeromarine Association is distributing a small volume of the above title, which was published by the United States Housing Administration, Bureau. To obtain the book from an aeromarine station would mean being very much upon each spot, and though it might add to the humor of aviation it would do little good. The book was issued with the aid of information by all commercial and other aeromarine will be immediately shown to a pilot, it may serve to assist an interest in aviation among people who might not otherwise be interested.

The N.A.A. sends a tip with the statement that it is "the first landing field guidebook ever issued in the world." This should be corrected, for Ernest King's conflict "Flying Under and Log Book" has passed through two editions.

The Association also should explain what it means by recommending that "Aviation" naturally depends upon the satisfactory industry for its advancement along technical lines, therefore it is chiefly based with the satisfactory industry, the two going forward hand in hand." Such a lack of understanding of the development of aviation in this country and the persons responsible for it is inexcusable.

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These boats are stored at the Navy Base at Hampton Roads, Va., are in their original crates, and are being sold at this exceptionally low price because the weathering in which they are located must be vacated.

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